Multi-modal Transport Linkages
Heavy Reliance on Single Transport Mode

- Logistics costs in India constitute about 14% of total GDP higher than the developed economies (about 6-8%).

- Adoption of multimodal transportation by integration of road, rail and IWT modes can lower logistics cost for individual cargo parcels.

<table>
<thead>
<tr>
<th>Country</th>
<th>Road</th>
<th>Rail</th>
<th>Water</th>
</tr>
</thead>
<tbody>
<tr>
<td>China</td>
<td>39%</td>
<td>23%</td>
<td>37%</td>
</tr>
<tr>
<td>Germany</td>
<td>64%</td>
<td>23%</td>
<td>11%</td>
</tr>
<tr>
<td>USA</td>
<td>58%</td>
<td>38%</td>
<td>4%</td>
</tr>
<tr>
<td>India</td>
<td>71%</td>
<td>28%</td>
<td>1%</td>
</tr>
</tbody>
</table>

Source: World Bank
Logistics Efficiencies

• India ranked 44 in the World Bank Logistics Performance Index 2018, across six metrics - customs, infrastructure, international shipments, logistics competence, tracking and tracing, and timeliness.

• Each segment of logistics encounters significant challenges leading to high cost and low efficiency

• Therefore, there is need to optimize modal mix (road, rail & IWT), improving last mile connectivity, and enhance the logistics value chain through digitization etc
Multi-modal Transport Linkages

- Multimodal transportation offers supply chain flexibility to choose and design the most optimum modal mix in terms of cost, time and reliability.

- Provide a systematic, multi modal connectivity for a seamless movement of people, goods & services resulting in efficient conduct of logistics and economic activities.

- Bring in ease of business in the logistics sector, a key enabler in making Indian industry competitive.
National Perspective

- National Logistics Policy is proposed with a vision for an integrated, seamless, efficient, and cost-effective logistics network
- Development of Multimodal Logistics Parks on National Highways
- Technology Interventions such as Single Window Clearance and PCX
- National Master Plan for providing Multi-Modal Infrastructure Connectivity to various Economic Zones’ is being developed by National Industrial Corridor Development Corporation Limited (NICDC)

<table>
<thead>
<tr>
<th>Economic Zones</th>
<th>Infrastructure Linkages</th>
</tr>
</thead>
<tbody>
<tr>
<td>Food/ Agri Zones</td>
<td>Highways</td>
</tr>
<tr>
<td>Fishing Clusters – Blue economy</td>
<td>Railways/ DFC</td>
</tr>
<tr>
<td>Defence Corridors/ Clusters</td>
<td>Ports/ Inland Waterways</td>
</tr>
<tr>
<td>Electronics Parks/ Clusters</td>
<td>Airports/ Heliports/ Water Aerodromes/ UDAN</td>
</tr>
<tr>
<td>Textile Parks/ Clusters</td>
<td>National Gas Grid</td>
</tr>
<tr>
<td>Pharmaceutical Parks/ Clusters</td>
<td>Power Transmission including Renewable energy</td>
</tr>
<tr>
<td>Industrial Corridors</td>
<td>Optical Fibre Network</td>
</tr>
</tbody>
</table>

Source: NICDC
Initiatives by IWAI
IWAI in Multi-modal Transport Linkages

National Waterway-2

- Multimodal terminal at Pandu with IWT, rail and road connectivity is operational at Pandu.

- Integrated development of Multimodal Logistic Park at Jogighopa proposed with Road, Rail and IWT connectivity.
National Waterway-1

- Varanasi MMT : connected with NH-7, Planned Rail link is taking off from DFC New Jeonathpur station,

- Sahibganj MMT : connected with NH – 80, Planned Rail connectivity from Sakrigali station.

- Haldia : connected with NH – 41, Planned Rail connectivity from Haldia Port siding (Durgachak Station)
Ro-Ro / Ro-Pax Services (Operational)

- Neamati-Majuli : NW-2
- Dhubri- Hatsingimari : NW-2
- North-South Guwahati : NW-2
- Willingdon Island – Bolgatty : NW-3
Ro-Ro / Ro-Pax Services (Planned: NW-1)

- Buxar – Saraikota
- Makhtiyarpur - Manhar
- Kahalgaon - Tintanga
- Samdaghat - Manihari
- Rajmahal - Manikchak
Freight Village & ICLP

To improve the integration between various supply chain elements especially various modes of transportation, IWAI is developing

- Freight Village (FV) in Varanasi on 100 acres land
- Industrial cluster-cum-Logistics Park (ICLP) in Sahibganj on 120 acres land

Source: NICDC
Thank You....